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All proofs are sent, and all work
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NEW ADVERTISEMENTS.

CRICKET CLUB LAWN TENNIS
TOURNAMENT.

NOTICE.

THE DATE for COMPLETION of
THIRD TILES has been extended to
SATURDAY, 1st May.

Hongkong, 24th April, 1897. [980]

OLIVERS FREEHOLD MINES,
LIMITED.

NOTICE.

THE ORDINARY ANNUAL GEN-
ERAL MEETING of SHARE-
HOLDERS of the above Company will be held
at the Registered Offices of the Company,
33 and 40, Queen's Road, Central, on PRI-
OR DAY, the 30th instant, at Noon, for the pur-
pose of receiving the Report of the General
Manager, together with the Statement of Ac-
counts for the year ending 31st December,
1896.

The TRANSFER BOOKS of the Company will be
CLOSED from the 27th instant to the
3rd May, both days inclusive.

JOHN D. HUMPHREY & SON,
General Managers.

Hongkong, 24th April, 1897. [988]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the
above ports on MONDAY, the 26th instant,
at 3 p.m.

This Steamer has superior accommodation
for Passage, apply to

SHIEN, TOME & CO.,
General Managers.

Hongkong, 23rd April, 1897. [985]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR KOBE.

The Company's Steamship

"CHING FU,"

Captain Innes, will be despatched as above
on THURSDAY, the 29th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 23rd April, 1897. [986]

NISSON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA
MOUL, KOBE, AND YOKOHAMA.

(Trans-Pacific Tickets and Bills of
Lading issued for the principal Cities in the

UNITED STATES, CANADA, and EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"SAKURA MARU,"

Captain W. Bailey, will be despatched as above
on SATURDAY, the 15th May, at Noon.

General Invoices for the United States
should be in QUADRILLATEL, and one Copy
must be mailed by the steamer to the care of the

Freight Agent, Great Northern Railway,

Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th April, 1897. [989]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND,
PORTS SYDNEY, AND MELBOURNE.

The Company's Steamship

"CHING TUNG,"

Captain Innes, will be despatched on TUES-
DAY, the 18th May, at 3 p.m.

The accommodation is directed
to the Superior Accommodation offered by
this Steamer. First Class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the supply of Fresh Pro-
visions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available
for return by the Company's Line, the Eastern
and Australian S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 24th April, 1897. [987]

HONGKONG CLUB.

NOTICE.

THE ELEVENTH ANNUAL GEN-
ERAL MEETING of the MEM-
BERS of the CLUB will be held in the
CAMP HOUSE on FRIDAY, 30th April, 1897,
at 8 p.m.

By Order, C. H. GRACE,
Secretary.

Hongkong, 23rd April, 1897. [980]

LESSONS IN FRENCH.

NEW and EASY METHOD of LEARN-
ING FRENCH in a Few Months,
mainly by Conversation, by a Frenchman.
Fees very moderate.

Apply to

B. A.
Care of Office of this Paper.

Hongkong, 24th February, 1897. [906]

VICTORIA X CHAPTER,

No. 535 E.C.

A CONVOCATION of EMERGENCY
of VICTORIA CHAPTER will
be held at the FREEMASON'S HALL on TUES-
DAY, the 27th April, at 8.30 for 9.00 p.m.
precisely. Visiting Companions are cordially
invited to attend.

Hongkong, 23rd April, 1897. [978]

ZETLAND LODGE.

No. 625 E.C.

A REGULAR MEETING of ZETLAND
LODGE will be held at the FREEM-
ASON'S HALL on SATURDAY, the 3rd May,
at 8.30 for 9.00 p.m. precisely. Visiting
Brethren are cordially invited to attend.

Hongkong, 23rd April, 1897. [977]

FOR SALE.

MAP of the SIKIANG or WEST
RIVER.

From Hongkong to Wuchow,
Showing the Ports and Calling Places
Opened for Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897. [984]

Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,225. 號五十二百二十二萬壹第 日三十二月三三十二號光

HONGKONG, SATURDAY, APRIL 24th, 1897.

六拜禮 號四十二月四四七十九百八千零英港香

PRICE \$21 PER MONTH

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Advertisements and Subscriptions which are not
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INTIMATIONS.

AN ORGAN RECITAL.

will be given by

Mr. A. G. WARD

in St. JOHN'S CATHEDRAL

ON MONDAY, April 26th, 1897,

at 4.30 P.M.

Vocalists—Miss MURRAY BAIN,

Mr. K. SLAMAN.

Mr. WARD will play the following Organ
Pieces—

EUGUE ("St. Ann's") in E flat. J. S. Bach.

SEBENADE (Schubert) arranged for Organ, by

E. H. Lemare.

ANDANTINO.....Cesar Franck.

FANTASIA.....J. Lommers.

FESTIVE MARCH.....H. Smart.

Hongkong, 22nd April, 1897. [972]

Telephone No. 135

INTIMATIONS.

SPARKLING WHITE BURGUNDY.

Shipped direct from the well-known Firm

GUICHARD POTHÉRET & FILS.

For Case of 1 dozen fls. \$22.

For Case of 2 dozen fls. 24.

GANDE, PRICE & CO.

Wine and Spirit Merchants,

No. 12, Queen's Road, Central

Telephone No. 331

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS
FOR THE

UNITED ASBESTOS COMPANY LTD., LONDON,

Pioneers of the Asbestos Trade.

Contractors to H.M. Government and the Principal English, Indian, Colonial, and

Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The Best Qua. of ASBESTOS and RUBBER GOODS for the very Highest

Pressures. Cheaper than for Water Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty

for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic

Joints, Manhole and Manilla Doors, &c., are also used on every Battleship, Cruiser, Gunboat,

Torpedo-boat and Transport in H. M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes,

&c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: THOS. SKINNER.

DODWELL, CABELL & CO.

General Agents.

Telephone No. 343

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all
over the World.

Agents—SIEMSSEN & CO., HONGKONG.

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AUCTIONS.

PUBLIC AUCTION.

The Undersigned has received instructions
to Sell by

PUBLIC AUCTION, TODAY,

(SATURDAY, the 24th April, 1897,
at 11.30 A.M.)

at the Pacific Mail Steamship Company's
Godown, Wan Chai.

(For Account of whom it may concern.)

EX. S. BELIEVE

About 2,100 ROLLS of CANTON MAT-

TING, more or less Damaged by Water.

TERMS of SALE—On delivery.

GEO. E. LAMMERT,
Administrator.

Hongkong, 23rd April, 1897. [982]

PUBLIC AUCTION.

The Undersigned has received instructions

part which had been given up as lost was towed into port this morning by the British tank steamer *Keswick*, Captain Muir, who picked her up last Thursday in latitude 38 deg. 10 min. longitude 128 deg. 44 min. The crew were all safe.

The *Keswick* was bound from Philadelphia for Fiume, Austria, with a cargo of oil and left the former port on Saturday, March 18th. On the following evening, at 11 o'clock, the lights were seen, and Captain Muir ordered the steamer's course to be altered and bore up to the distress signal. At 1 o'clock the steamer was seen the ship was stopped by untried signals, when signals were observed coming from the ship which had a boat at sea alongside, as the ship was too helpless and unable to man their own boats. Chief Officer C. P. Holman and three seamen at once put off in the *Keswick* yawl, and when within speaking distance heard a tale of suffering and sickness from those aboard the ship which made them shudder.

Captain Read of the *Oakes* reported that his crew were all well and healthy. It was unable to navigate the ship with the few men he had at his command and begged that he be once supplied with fresh food, and vegetables and taken in tow for the nearest port. Mate Holman returned to the *Keswick* with the message and Captain Muir at once decided to take the vessel in tow.

The weather which had been threatening now turned to a bright and northerly gale spring up. Nevertheless preparations were made to pass a hawser to the *Oakes*, when the boat with a load of provisions was sent. A Manila hawser was paid out over the *Keswick*'s stern to the yawl, but a tremendous wave washed it into the propeller and before the engines could be stopped the screw was extinguished that the engines with the full power of steam could not move it again.

Four hours the engine was labored to clear the hawser from the propeller, the shaft and found by placing a small block of wood between the couplings the screws could be made to turn. By that time the *Oakes* had drifted out of sight and Captain Muir, despairing of being able to tow her with his disabled screw, determined at least to find her and supply her with provisions.

All night he searched for her, and at 6 a.m. the sun was again sighted, and after much hard work to have the hawser paid in.

Heathen and his boat's crew of three did most of the work on the ship. They found only the second and third mates able to help them. The provisions they brought were a godsend to the sunburn-stricken survivors of the ship's crew, and they began to gather hope that they might live to see land again. From the time the hawser was passed until New York was reached, no incident of importance occurred.

One of the crew of the *Oakes* told a terrible story of suffering and death. When the *Oakes* sailed from Hongkong the crew were apparently in the best of health with the exception of Capt. Read, who had been ailing for some time, but who under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a typhoon was encountered lasting several days, during which the fore and main topsails were torn. The vessel was obliged to run before the wind, which had to be soon coaxed into a second bearing with bows with great fury for twenty-four days. The vessels had then got well out in the North Pacific, and so far off her course that Capt. Read decided to shape his course via Cape Horn rather than the Cape of Good Hope, hoping thereby to make better time. The weather remained fine until Cape Horn was reached 14 days later.

In the meantime the Chinese cook had been taken down with a severe cold and died on November 11. Afterwards a seaman named Thomas King was taken down with what appeared to be scurvy and died on December 26. In quick succession Seaman Thomas Olsen was taken ill and died Jan. 12. Thomas Jackson, another seaman, was taken ill with cancer of the stomach, and later died September. Banks showed symptoms of scurvy, and the 18th he died of it and was quickly followed by George King, who died on the 26th. On the 16th Judge succumbed, making in all six deaths. One by one the other sailors were obliged to quit work, until on March 1st nobody was left except the second and third mates, the captain and his wife.

All were well nigh exhausted and when a strong northerly gale blew up that day the brave woman was obliged to take the wheel and for six hours without rest and without much as a drink of water she kept the ship on her course. The provisions were running short, although a supply had been obtained on January 13th from the American ship *Governor Erie*, from New York for Melbourne, who of the Island of Trinidad, and the crew were left with nothing but the bare necessities.

The *Oakes* is a three-masted ship, built by the late Comptroller Godwin at Philadelphia in 1883. She registers 1,507 tons. On March 18th she was returned to 90 grances weight.

A COMPETITIVE EXAMINATION IN PHYSIQUE.

It is curious, and not a little amusing to those who can look back through many years, to see how forgotten controversies are revived and re-argued as if they had never been thought out or fought out, and settled in men's minds. We gain very slowly from experience after all. More than a generation ago, when everybody was interested in the struggle between capital and labor for appointment—which, though it seems to have been carried out, was considered to be a struggle between capital and democracy—there was a fierce fight over a proposal to make of bodily strength one element in the competitive examinations. The object, of course, was to baffle the reformers, while appearing to give way to them. The "aristocrats" had an idea that the "middle class" of the students, who would obtain high marks, would be put off, and under the influence of the "aristocrats" who were doing something to make the examination more difficult, and the "middle class" who were doing something to make it easier, the proposal was set up by the printers as what Mr. Walker used to call a "logogram". The "aristocrats" were a little dismayed by the objection, which struck the electors as inevitably sound, and but for the experts, some very curious rules of competition, as to height, girth, and weight, would, we believe, have at last been introduced. The experts, however, though they had been expected, of course, to be of small, if any, importance, were, we suspect, Lord Roberts who, despite the number of the rascally lads who were doing well, and the number of the rascally lads who were doing poorly, was unexpectedly small, for all we believe, than that of those who prospered under the wing of patronage. As far as we know, the officers in regiments on tropical service have had friendships uncommonly well, while we can testify, from a rather wide experience, that a regiment of modern civilian would beat a regiment of the other men at cricket, riding, or whatever sport, and have a handicap of 20 per cent. to begin with. Nevertheless, the idea still survives, and on Monday the 12th published a letter, evidently from some one of mark, who contends strenuously that as there are five applicants for every vacant commission in the Army, the lads should be reduced by demanding superior physical qualifications. The cadets should all be of minimum height and girth, and those should be given preference in selection as to bodily proportion. No, only, the electors should the examiners reflect, men who find themselves obliged to use glasses—those is about a fourth of the officers of the Prussian Army—but they should establish a theoretical normal standard of physical symmetry, and give marks, plus or minus, on the most important points. The steamer *Izmir*, from Taiwan 17th April, Amoy 18th, and Swatow 21st, had 160 M. men, and heavy set to Amoy. From Amoy to Swatow and Hongkong moderate gales from N.W. to S.W. with high seas from 160 deg. E. to Yokohama. From Moi-to-Turnabout fresh N.E. breeze and moderate sea; thence to port light, southerly breeze and hazy weather.

The British steamer *Thales*, from Taiwan 17th April, Amoy 18th, and Swatow 21st, had 160 M. men, and heavy set to Amoy.

The British steamer *Mount Lebanon*, from Falmouth and later homebound, had moderate gales from N.W. to S.W. with high seas from 160 deg. E. to Yokohama. From Moi-to-Turnabout fresh N.E. breeze and moderate sea; thence to port light, southerly breeze and hazy weather.

The British steamer *Thales*, from Taiwan 17th April, Amoy 18th, and Swatow 21st, had 160 M. men, and heavy set to Amoy.

The steamer *Leviathan*, from Falmouth and later homebound, had moderate gales from N.W. to S.W. with high seas from 160 deg. E. to Yokohama. From Moi-to-Turnabout fresh N.E. breeze and moderate sea; thence to port light, southerly breeze and hazy weather.

The steamer *Leviathan*, from Falmouth 17th April, Amoy 18th, and Swatow 21st, had 160 M. men, and heavy set to Amoy.

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The steamer *Leviathan*, from Falmouth 17th April

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CORONADEL",

FROM LONDON, BOMBAY,

AND SYDNEY.

Consignees of Goods by the above-named vessel will be informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, Gen. & Hindostan.

From Italy, Gen. & Sulphur.

From China ex. a. Asiatic.

From Persian Gulf, ex. a. S. Pacific.

Nagasaki and Asiya.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. to day.

Goods not cleared by the 22nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in this vessel.

All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 16th April, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA",

FROM ANTWERP, LONDON, BOMBAY,

AND SYDNEY.

Consignees of Goods by the above-named vessel will be informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From Madras ex. a. S. Pacific.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. to day.

Goods not cleared by the 27th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in this vessel.

All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 21st April, 1897.

NOTICE TO CONSIGNEES OF OPTIONAL CARGO, EX. P. & O. S. N. CO. S. S. FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Underwriter not later than the 24th inst. for shipment by steamer "ULYSSES",

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd April, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Shanghai) SATURDAY, May 1, Nagasaki, Kobe, Inland Sea, 1897, at NOON.

Honolulu, 1897, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai) THURSDAY, May 1, Nagasaki, Kobe, Inland Sea, 1897, at NOON.

Sun, Yokohama, 1897, at NOON.

CITY OF PEGU (via Shanghai) SATURDAY, May 1, Nagasaki, Kobe, Inland Sea, 1897, at NOON.

SYDNEY, BODHUNG, & KUDAT.

TADJIKAN & KUDAT.

STORE HANSE, HAMBURG, & CO.

YAHAMA VIA NAGASAKI & KOBE.

KOBE & YOKOHAMA.

YAHAMA VIA NAGASAKI & KOBE.

YAHAMA VIA NAGASAKI & KOBE.